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March 14, 2012

Director of Engineering
Kentucky Public Service Commission
P.O. Box 615
Frankfort, KY 40602

To whom it may concern,

Enclosed you will find South Kentucky RECC's 2011 Reliability Report. This is being sent to fulfill the requirements of case number 2006-00494.

Sincerely,

A handwritten signature in black ink that reads 'Kevin Newton'. The signature is written in a cursive, flowing style.

Kevin Newton
Engineering Team Leader

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Electric Distribution Utility Annual Reliability Report

SECTION 1: CONTACT INFORMATION

UTILITY NAME	1.1	<u>South Kentucky RECC</u>
REPORT PREPARED BY	1.2	<u>Kevin Newton</u>
E-MAIL ADDRESS OF PREPARER	1.3	<u>knewton@skrecc.com</u>
PHONE NUMBER OF PREPARER	1.4	<u>(606)678-4121</u>

SECTION 2: REPORT YEAR

CALENDAR YEAR OF REPORT	2.1	<u>2011</u>
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SECTION 3: MAJOR EVENT DAYS

T_{MED}	3.1	<u>20.81 minutes per consumer</u>
FIRST DATE USED TO DETERMINE T_{MED}	3.2	<u>1-Jan-07</u>
LAST DATE USED TO DETERMINE T_{MED}	3.3	<u>31-Dec-11</u>
NUMBER OF MED IN REPORT YEAR	3.4	<u>1</u>

NOTE: Per IEEE 1366 T_{MED} should be calculated using the daily SAIDI values for the five prior years. If five years of data are not available, then utilities should use what is available until five years are accumulated.

SECTION 4: SYSTEM RELIABILITY RESULTS

Excluding MED

SAIDI	4.1	<u>215.52</u>
SAIFI	4.2	<u>2.08</u>
CAIDI	4.3	<u>103.37</u>

Including MED (Optional)

SAIDI	4.4	<u>293.82</u>
SAIFI	4.5	<u>2.71</u>
CAIDI	4.6	<u>108.37</u>

Notes:

- 1) All duration indices (SAIDI, CAIDI) are to be reported in units of minutes.
- 2) Reports are due on the first business day of April of each year
- 3) Reports cover the calendar year ending in the December before the reports are due.
- 4) IEEE 1366 (latest version) is used to define SAIDI, SAIFI, CAIDI, and T_{MED}

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SECTION 5: OUTAGE CAUSE CATEGORIES

Excluding MED

CAUSE CODE DESCRIPTION	SAIDI VALUE	CAUSE CODE DESCRIPTION	SAIFI VALUE
Trees	5.1.1 8742.3	Trees	5.2.1 75.89
Lightning	5.1.2 2241.5	Source	5.2.2 31.05
Source	5.1.3 1813.5	Lightning	5.2.3 24.49
Unknown	5.1.4 1098.5	Unknown	5.2.4 15.45
Line Down	5.1.5 1007.1	Planned	5.2.5 14.37
Broke Pole	5.1.6 921.6	Line Down	5.2.6 13.83
Planned	5.1.7 664	Broke Pole	5.2.7 13.03
Car Hit Pole	5.1.8 593.2	Car Hit Pole	5.2.8 6.44
Wind	5.1.9 380	Equipment Failure	5.2.9 5.36
Equipment Failure	5.1.10 342.8	Transformer	5.2.10 4.40

SECTION 6: WORST PERFORMING CIRCUITS

CIRCUIT IDENTIFIER	SAIDI VALUE	MAJOR OUTAGE CATEGORY
SBS_3103	6.1.1 993.9611	Trees
SBS_2902	6.1.2 656.3883	Trees
SBS_3502	6.1.3 619.3443	Squirell
SBS_1601	6.1.4 598.8895	Trees
SBS_2901	6.1.5 516.3772	Lightning
SBS_2704	6.1.6 488.3747	Lightning
SBS_3101	6.1.7 471.5448	Trees
SBS_3403	6.1.8 469.8682	Trees
SBS_1102	6.1.9 454.1584	Trees
SBS_1702	6.1.10 442.1936	Trees

CIRCUIT IDENTIFIER	SAIFI VALUE	MAJOR OUTAGE CATEGORY
SBS_3103	6.2.1 10.8412	Trees
SBS_3101	6.2.2 8.2451	Trees
SBS_2901	6.2.3 8.2302	Lightning
SBS_1601	6.2.4 7.4120	Trees
SBS_2902	6.2.5 6.6234	Trees
SBS_1101	6.2.6 5.1255	Trees
SBS_1102	6.2.7 5.1149	Trees
SBS_3002	6.2.8 4.8596	Squirell
SBS_2704	6.2.9 4.8172	Lightning
SBS_2703	6.2.10 4.4706	Trees

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Additional pages may be attached as necessary
SECTION 7: VEGETATION MANAGEMENT PLAN REVIEW

Evaluation of the 2011 VMP

Introduction:

SKRECC has had a formally written VMP in place since 2007. In prior years it did not have a formerly written plan; however, it did have established goals and objectives that were being monitored and administered by the Right-of-Way Team Leader.

Bushhogging:

In 2011 the cooperative performed 60 miles of bush hogging.

Herbicidal Spraying:

For the year of 2011 we accomplished all of the herbicide spraying that was planned for. This was approximately 690 miles of spraying on 17 circuits.

Cycle Trimming:

For the standard trimming cycle work the cooperative planned to trim 16 circuits for the year. We completed those circuits or approximately 534 miles of this work.

Other Trimming and Cutting:

In 2011 we built to approximately 890 new members, and this amounted to 9 miles of new overhead distribution line clearing. We were able to take care of the clearing for all these new lines.

Along with the above mentioned work, we were able to complete 1,976 individual work-orders for trimming and other right-of-way work at various locations across the system. These were primarily places near the member's homes that involved yard trees or other special situations, but included the full range of right-of-way work that is typical for a rural electric system.

Conclusions:

At the end of 2011 we were very close to being on schedule for all of our planned right-of-way work. We feel that our Right-of-Way plan was implemented well, but we will continue to look for ways to improve in both cost containment and effectiveness of methods. We are evaluating the data that is contained in the annual reliability report to the PSC and will consider the worst performing circuits to see if any changes in our right-of-way plans are needed to help improve reliability on those circuits.

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SECTION 8: UTILITY COMMENTS

South Kentucky RECC's worst performing circuits were typically rural circuits with tree lined right of ways. The vast majority of the ranking circuits show TREES as the prominent cause of the outages. This holds true for both the frequency of outages (SAIFI list) and the duration of the outage (SAIDI list).

We would also note that many of the outages that are categorized as TREES are outages that occurred during storms. The category is picked by the dispatcher with the assistance of the crew working the outage. During busy times the category may be picked without getting information from the field, and TREES may be picked when the outage may more accurately be identified as WIND or LIGHTNING. Many of the outages during storms are off right of way trees. We have very few outages caused by trees brushing the line. Trees brushing the line are much more likely to cause flicker or dimming and present safety issues for the public. We feel we are on a good cycle for trimming and the fact that TREES shows up as the cause so frequently is not a reflection on our VMP, but rather a result of the number of miles of line we have that is in tree lined right of ways.